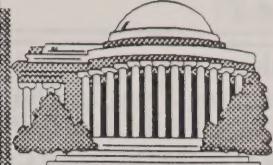




The Capitol Hill Monitor



Volume 2 Issue 6 (1996)

UNITED STATES MARSHAL'S SERVICE

by Willard Hardman

(hardman1@ix.netcom.com)

Those of us that grew up watching "cowboy" movies are familiar with the US Marshal's Service (USMS). The "marshal" rode into town and cleaned the place up and put the bad guys in jail. (There really is only one US Marshal, the head of the service, the rest are actually deputies.)

The USMS is the oldest general federal law enforcement agency, having been created in 1789 by the same act that established the federal judicial system. As an historical oddity, the USMS, among other functions, was responsible for taking the census until 1870.

The modern service consists of over 3800 personnel organized in 95 district offices and 154 suboffices. Each district office, including the DC District, is co-located with one of the 94 federal district courts, the 95th is co-located with a unique federal court --the District of Columbia Superior Court. The suboffices are based on workload and geographic factors (one



of the newest being a suboffice of the Maryland District Court in Greenbelt). Not surprisingly, the USMS is a major element of the Department of Justice.

The modern service is involved in seven main functions:

* *National Prisoner Transport System* The service moves ALL federal prisoners from the time of arrest until they are incarcerated in the federal prison system and it transfers prisoners between correctional institutions. These prisoners include anyone detained or arrested by any federal agency including the FBI, INS, DEA, IRS, etc. In 1984, the USMS established a "prisoner airline", headquartered in Oklahoma City, that includes two Boeing 727's as well as several smaller aircraft. (You can occasionally hear the pilots in this area chatting with each other on 123.4). The USMS, both ground and air, conduct about 160,000 prisoner movements a year. Local and state authorities can make use of the air transport system on a space available basis. NPTS units operating in the DC area identify in the 500's on the USMS radio system.

* *Prisoner Custody* The USMS has almost 20,000 persons in custody on any given day. The USMS assumes responsibility for persons arrested by any federal agency and ensures their appearance before a magistrate for arraignment. The service makes use of local and state jails for about two-thirds of its detainees through contract (in the DC area, use is made of the DC jail, Lorton, and the Alexandria City jail). The other third are detained in various federal facilities.

* *Federal Fugitive Apprehension* -The USMS has primary jurisdiction in investigating and apprehending federal fugitives and selected felony cases generated by the DEA. They apprehend about 16,500 such fugitives a year. Many of the apprehen-

sions are accomplished through close cooperation with state and local law enforcement agencies. Of the 125 fugitives that have made the USMS "15 Most Wanted List", 111 have been apprehended.

* *Witness Protection Program* -The federal witness protection program was created in 1971 to protect the identity of threatened witnesses. The program is operated from a highly secure facility located at Quantico Marine Base. About 16 witnesses enter the program each month. Currently there are about 6,500 witnesses in the program who have been given new identities and locations along with an additional 8,000 family members. Their testimony has resulted in an 89 percent conviction rate.

* *Court Security* -The service is responsible for the protection of over 750 federal court facilities located in over 400 cities. Much of this is accomplished through contract and/or arrangements with the Federal Protective Service or with local jurisdictions. However, where the threat profile is high enough, protection is provided by deputy marshals. In addition, the USMS provides personal protection for over 2,000 sitting federal judges.

* *Asset Seizure and Forfeiture* -The USMS manages and disposes of all federally seized assets bought with the proceeds of drug trafficking and organized crime. This program is managed by a special section in the headquarters as well as personnel in three field offices. Technical support is provided to the districts from these offices on an as-required basis. Currently over 21,900 assets, valued at in excess of \$1.5 Billion (with a "B") are being managed. Real estate constitutes about 28 percent and automobiles about 47 percent of the total.

* *Special Operations and Programs* -As

with any federal agency, this covers a "multitude of sins", not least of which is the very active participation of the USMS in the Organized Crime-Drug Enforcement Task Force (OCDETF). This category also includes a specially trained response unit, the Special Operations Group (SOG), headquartered at Camp Beauregard, LA. SOG, for example, was called upon to provide court and personal security during the Noreiga trial. Another little known program is the Missile Escort Program. The USMS provides technical and other assistance during the movement of Minuteman and cruise missiles between military facilities. The USMS also performs "other duties as assigned", including training of foreign personnel, riot control, and any number of other special duties. The service provides personal protection to selected members of the judiciary (other than judges), including Supreme Court justices, when and if required.

* *District of Columbia Superior Court*
 The DC Superior Court, which should not be confused with the US District Court for DC (or with the US Supreme Court), is unique. Because of DC's status as a federal district, the Superior Court accomplishes many of the functions performed by state and local courts in other jurisdictions. The deputy marshals assigned to DC Superior Court, in many ways, function as the "sheriff's department" for the District. Among the unusual functions they perform is serving and executing eviction notices and similar civil court actions.

To accomplish these missions, the USMS has an extensive, and compli-

cated, radio communications system. Multi-channel, programmable radios are employed. The channelization varies from district to district, and sometimes, as in the DC metro area, within districts. All radios are encryption capable. The primary operating frequency for district court operations nationwide is 163.200, both simplex and repeater.

Frequencies most commonly heard in the DC area are listed below. In addition, most USMS radios have the standard frequencies of the US Bureau of Prisons (the closest probably being Petersburg, VA). Radios will also be programmed, as required, with OCDETF frequencies, selected other federal law enforcement agencies with which the unit is operating, and/or state and local law enforcement agencies.

USMS call signs are rather prosaic. They will identify by district name (e.g., "Eastern Virginia"), or location ("DC Control" or "Baltimore") or by a four-digit number ending in double zero (e.g., "1600" or "3700"). Suboffices identify by location (e.g., "Greenbelt"). Each district has been assigned a two-digit number - 16 for DC District Court; 37 for Maryland District Court (Baltimore) and 83 for the Eastern District of Virginia (Alexandria). Unit identification is based on these numbers.

Units from the headquarters in Washington, and the DC Superior Court use three-digit numbers. 400 base and units are protective operations; 500's are prisoner custody units; and 700's are DC Superior Court units.

163.2000	[None]	R	District Court Primary Operations
163.2000	[None]	S	District Court Talkaround
162.7875	[None]	R	DC Superior Court Operations
162.7875	[None]	S	DC Superior Court Talkaround
162.7125	[136.5]	R	Protective Services
162.7875	[136.5]	S	Protective Services
170.8750	[None]	S	Tactical/Unit to Unit
170.8500	[127.3]	I	Input to 162.7875
163.8125	[127.3]	I	DC District Court In to 163.2
123.4000	[None]	S	Prisoner Air Transport
453.5500	[100.0]	R	DC P-MARS

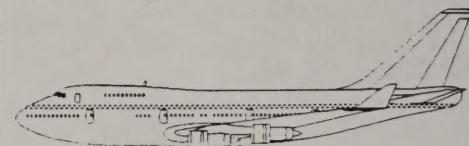
SCANNING THE CRASH OF TWA FLIGHT 800

by Jim Sullivan
 (edisonfd@gramercy.ios.com)

The Breaking News Network, an alphanumeric paging notification system which covers the northeast, reported the crash of TWA Flight 800 shortly after it happened at 8:35 p.m. on July 17. Almost all BNN reporters within radio range jumped in to assist. The number of frequencies that needed to be monitored exceeded even BNN's immense staff.

Suffolk County, which lies east of New York City, has a population of 1.4 million spread over 800+ square miles and is the second largest county in the State of New York. Suffolk and Nassau counties comprise what is referred to as Long Island. Nassau County has slightly fewer residents in a smaller geographic area.

The first report BNN received was of a plane crash off the Long Island's south shore, and it was paged to customers as well as reciprocal notification groups throughout the United States via BNN's super-computer. The so-called "super-computer" allows BNN reporters to send a single page to the system and the computer automatically sends the information to each out-of-town affiliate group.



This was not the first plane crash BNN reporters have covered and hence an informal plan was effected. Having covered a plane crash at LaGuardia Airport where a Fokker jet ran off the runway and into the bay, and the Avianca plane crash where the jet ran out of fuel and descended into the north shore area of Nassau County, in addition to numerous smaller incidents, this informal plan is pretty much solid.

The informal plan breaks down responsibility for what each reporter covers. During the LaGuardia incident reporters divided the responsibility for monitoring the various agencies involved, including FDNY, NYPD, NYC*EMS, Port Authority Police, LaGuardia tower ops., etc. Rather than the primary reporter trying to monitor it all, he/she monitors FDNY, someone who is familiar with NYPD lingo would monitor NYPD SOD, etc. Reporters then fed information to the primary reporter.

The Air National Guard, who amazingly was in the surrounding airspace and witnessed the tragedy, notified the Coast Guard. We monitored the numerous frequencies the Coast Guard uses in addition to the Air National Guard. The 106th air wing was the Air National Guard unit in the air. The air wing has the dual responsibility of being a primary search and rescue facilitator should the NASA Space Shuttle have to ditch on the upper east coast, in addition to normal duties.

We monitored Suffolk County fire, EMS and police, the local community police and bay and harbor units, New York City police, fire, EMS, and OEM, some of the units on 800 MHz trunked systems and the aircraft bands. We also monitored the Port Authority of NY and NJ frequencies. The Port Authority operates the New York City area airports.

We monitored transmissions from TRACON which oversees the airspace outside of the immediate airport domains and the Civil Air Patrol. Piecing a story of this magnitude together can best be described as putting a puzzle together blindfolded. Information from the various sources comes in fast and furious --at times solidifying and at times contradicting previous information. We did our best to get a flight manifest count and our initially paged number of 229 persons on board turned out to be reasonably accurate.

We also did our best to keep the out-of-town groups notified without becoming burdensome. We received the distressing news that the bodies being recov-

ered were badly burned, with not a single victim found alive. New York City Mayor Rudolph Giuliani offered the vast resources of the city government. With the vast experience, resources and willingness city emergency services have in dealing with tragedy, NYPD aviation, harbor and scuba units arrived in Suffolk County quickly.

FDNY sent fireboats, and the director of the NYC Office of Emergency Management helicoptered to the staging area to offer and coordinate whatever assistance was needed. The initial request to the city originated from the Coast Guard. Nassau County also offered its resources and assisted. Private boaters came on their own and were of vital assistance in the early going.

Minutes into the tragedy we paged that a Suffolk County police helicopter identified the burning wreckage as that of an oil barge or tanker. We paged this as a "correction," as having checked with local airports, none reported any distress, maydays or seeing an aircraft drop from radar screens. We stayed on the story again identifying the tragedy as a downed 747 civilian airliner as soon as we received confirmation.

At a certain point we take a back seat to the media sources, having choppers beaming live footage back to the station and our pager begins to quiet down. The story is far from over and the inkling which is mourning may soon become outrage. The entire coastline in the affected area was declared a crime scene, to keep onlookers from disturbing bodies and wreckage that may wash ashore.

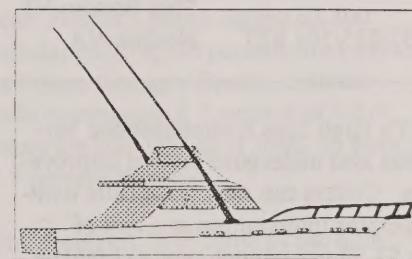
I can tell you first hand that breaking and covering a story of this magnitude is at once exhilarating but more so, heart wrenching. People have had their lives indelibly marred by this type of tragedy. As proud as we are of our local emergency service personnel, we suffer with them the dashed hopes of not being able to make a difference --to save lives.

MARITEL MARINE TELEPHONE SERVICE

As mentioned in the last newsletter, MariTel recently purchased Bell Atlantic's VHF marine telephone stations in our area. The company now owns more than 130 nationwide. While cellular telephone has reduced the popularity of VHF marine telephone stations, they offer several advantages over cellular. VHF telephone stations provide extended range --up to 10 times that of cellular. MariTel stations have no long distance or roaming fees and offer messaging services to subscribers.

MariTel has four annual subscription plans costing \$25 (no free talk time), \$50 (10 free minutes per year), \$100 (20 free minutes) and \$250 (40 free minutes). Price per minute varies from 99 cents to \$1.49 depending upon the plan. The \$25 plan also has a \$3 connect charge per call.

Unlike former marine telephone stations, MariTel stations do not mix and rebroadcast the audio received from the boat onto the output (coast) frequency. When using channel 24, for example, the person on the boat transmits on 157.2 and receives the coast station on 161.8. When the party on the boat transmits on 157.2, beeping tones are simultaneously transmitted on 161.8. As soon as the boater stops transmitting on 157.2, the beeping on 161.8 stops and the land-based party can then reply on 161.8.



In order to hear both parties, both frequencies must be monitored. This helps prevent fraud since marine radios monitor only the 161 MHz coast station frequency (and not the boat's 157 MHz transmit frequency). The party on the boat can provide the MariTel operator with billing information (on the 157 MHz frequency).

and other boaters only hear beeping tones on their VHF radio (from the 161 MHz coast station).

To make a call from a vessel, the user selects the channel used in the area and keys the microphone for six seconds. An automated "welcome message" is transmitted while the coast station summons a MariTel operator from the company's headquarters in Gulfport, Miss. After obtaining billing information, the operator connects the call.

To call a vessel, a land-based user would call the MariTel operator (1-888-MARINE2) and provide the name and location of the vessel and billing information. The operator will attempt to reach the vessel on channel 16. If no contact is made, a message can be left.

For a free coverage map and more details on MariTel, call 1-888-MARITEL.

MariTel stations in our Area

CH SHIP TX/SHIP RX LOCATIONS

24 157.200/161.800	Cape May NJ, Sandy Hook NJ
25 157.250/161.850	Baltimore MD, Beach Haven NJ, Norfolk VA
26 157.300/161.900	Atlantic City NJ, Baltimore MD, Norfolk VA, Ocean City MD, Philadelphia PA, Point Lookout MD, Wilmington NC
27 157.350/161.950	Lewes DE, Norfolk VA, Tom's River NJ
28 157.400/162.000	Cambridge MD, Morehead City NC, Odessa DE, Ship Bottom NJ
84 157.225/161.825	Norfolk VA

AT&T's High Seas Radiotelephone Service has also undergone several improvements. Callers can now place calls without operator intervention at a cost of about \$3.50 per minute. For a complete high seas radiotelephone frequency list, call 1-800-SEA-CALL and ask for the "AT&T High Seas Radiotelephone Service Fingertip Guide."

NEW RADIO IDS FOR BALTIMORE COUNTY POLICE

On July 9 Baltimore County police officers started using new car numbers for radio identification to allow for an increase in police car allocations. All car numbers now begin with the precinct number followed by the two-digit post designation. For example, 100 series cars come from Precinct 1 (Wilkens), 200 series from Precinct 2 (Woodlawn) and so on. 1400 series are assigned to traffic division.

Other numbers will be assigned to support operations as needed. Refinements will continue as new CAD software is installed. Channel and frequency usage has not changed, though added frequencies are expected in the near future. Our thanks to Jason Fruhling and Kevin Strack for providing this information.

MONTGOMERY COUNTY POLICE

"Victor" as in "9 Victor 23" is the auto theft squad (based in the old Station 15 firehouse in Burtonsville along with fire arson investigators (the "FM 5x" units).

"Zebra," as in "9 Zebra 19," is a centralized traffic unit. Each district still has its own traffic unit, but these officers are called out to investigate fatal/serious accidents.

"480's," as in "481" and "482," are the anti-gang unit (even though the county says it has no "gang problem"). The Wheaton District has two officers dedicated to the problems of misguided youths. The first digit is the district number.

MARYLAND PARK

"King," as in "3 King 3" and "3 King 5," are canine units. The Montgomery County Division now has a second canine unit. The roaming canine was "4 King 1." Now the canine units have assigned beats.

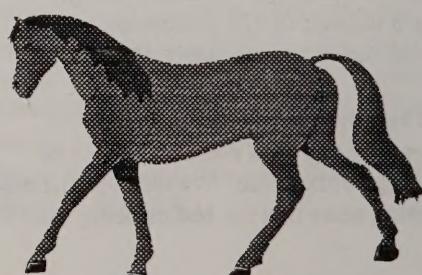
"Lincoln," as in "Lincoln 4," is a field training unit which consists of a rookie and an experienced officer.

"Yankee," as in "Yankee 6," is a youth alcohol unit which is similar to Montgomery County PD's "9 Whiskey 2x" units.

As an interesting note, 12 Maryland Park police officers and horses went to the Olympics to assist the Conyers, GA police with security at the equestrian events. The officers were deputized in Georgia and had full police powers there.

MORE RADIO IDS FOR MONTGOMERY COUNTY POLICE

An anonymous contributor sends along some updated information on radio designations used by the Montgomery County Police Department and the Montgomery County Division of the Maryland Park Police.





NEWSSCAN

by Brent Baker & Alan Henney

THEY'VE GOT YOUR NUMBER! A July 6 CNN news segment reported that the Secret Service caught a couple of recent immigrants with 80,000 stolen cellular phone numbers. The two suspects, the July 2 Daily News wrote, were perched in a Starrett City apartment where they used a sophisticated, high-powered scanner called a digital data interceptor box. The box enabled the couple to pick up and record a passing cellular phone's electronic serial number, mobile identification number and personal identification number.

By contrast, CNN Correspondent Mary Ann McRae referred to the device as "a store-bought scanner often used by police and others to monitor radio frequencies, but authorities in New York say two emigres, an Israeli and a Russian, illegally altered the scanner and used it to clone cellular phone numbers."

A Secret Service official told the July 3 USA Today that the apartment was an underworld version of the shopping mall's phone store: Bring in your cell phone and \$50 and you walk out with a number. If you don't have a phone, you pay \$150 for a phone and number. Law enforcement officials in major cities like New York, Miami and Los Angeles have been busting cloning rings for several years now, but the size of this operation --80,000 stolen numbers --is said to be the largest ever in the United States.

Legitimate business people are joining the fast-growing business of hawking stolen cell numbers that once was the province of drug dealers, bookies and college students. Chances are remote a person using an illegal number will be caught. The user has about a month between the time the illegal number is obtained until the legitimate owner gets a huge phone bill and complains. Thefts cost phone companies \$650 million last year, a six-fold increase since 1991.

Now, the industry is trying to thwart the cloners with high tech solutions, like radio fingerprint technology. Radio fingerprint technology takes an actual print of the phone as it transmits. That print is then logged into the computers; and if a variation of that print comes up on the system, the call is denied.

CELLULAR DATA SYSTEM AIDS POLICE. Bell Atlantic NYNEX Mobile formed a joint marketing agreement with Cerulean Technology, Inc. to provide police officers on patrol with wireless access to motor vehicle and driver information. The June 11 PR Newswire reports that the system allows officers to run computer checks and can also support computer aided dispatch (CAD) and automatic vehicle location (AVL).

Cerulean's PacketCluster Patrol software runs over Bell Atlantic NYNEX Mobile's AirBridge Packet CDPD network and enables police officers to access local, state and national law enforcement databases within seconds from laptop computers in their cars to retrieve motor vehicle records and criminal warrant information. Because CDPD technology runs over the cellular network, officers can access information beyond the coverage areas of their traditional radio systems.

Information running over the AirBridge CDPD system to the Packet-Cluster Patrol system is secure because both systems use encryption, claims the PR Newswire. "This enables officers

to communicate 'silently' with each other and with police headquarters via electronic messages, preventing criminals with police scanners from eavesdropping on the communications." The two companies have provided their integrated system to several law enforcement agencies, including police departments in Bridgewater and Somerville, N.J., and Bethlehem and Jefferson Borough, Penn. Selected D.C. police scout cars in the 5th District have a similar system which runs over the Cellular One network.

"CELLULAR SAMARITANS" CLOG

9-1-1. The increase in cellular phone use in the Washington area has proved a decidedly mixed blessing for police and fire departments says the July 8 Washington Post. "Police often tout cellular users as their extra ears and eyes, but 9-1-1 operators say multiple cellular calls prevent them from dealing with other incidents" and wastes critical minutes because operators must ask for a user's location and phone number --information that computers automatically provide for home-based calls. Dispatchers also lose time because they often have to reroute calls to other jurisdictions.

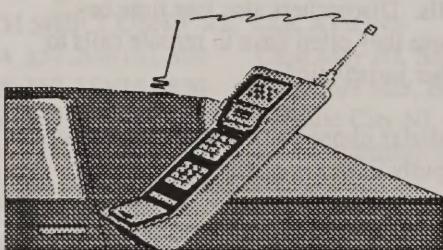
Cellular phone calls to 9-1-1 are rising rapidly in this area and now make up between 8 percent and 15 percent of 9-1-1 calls to those jurisdictions that keep statistics, officials said. Last year, Fairfax County logged 63,400 cellular calls, up 18 percent from 1994. In Prince George's County, cellular calls represented 8.7 percent of 9-1-1 messages this year as of June, up from 5.7 percent last year.

The problems have come as the number of cellular phone users is rising by 40 percent a year nationally and in this area, according to the Cellular Telecommunications Industry Association. Roughly 13 percent of Maryland, D.C. and Virginia residents own mobile phones, the association said. Last year, 39 million people had cellular phones, up from 340,000 in 1985, the association said. Half of them own cel-

ular phones for personal use, compared with 30 percent for business.

In June the FCC announced a plan to have cellular companies provide new technology to 9-1-1 centers within a year that would tell operators the location of the cell site nearest to a caller who is using a mobile phone. In five years, cellular companies will be required to inform police of the exact location of the call within one-tenth of a mile and to make it possible for 9-1-1 centers to call back if the phone gets disconnected during the conversation, according to the FCC's plan. Communications officers also are working with cellular carriers nationally to create priority codes that rescue workers could use to get through in emergencies.

Locally, officials are asking wireless phone companies if they can provide mobile cell sites at catastrophes exclusively for rescue workers, said Steve Souder, chairman of a Council of Governments committee studying the issue.



The problem with cellular phones was acute during the Feb. 16 wreck of a Maryland Rail Commuter Service train in Silver Spring, according to Andrew Johnston, the district chief of Montgomery's communications center. Rescue officials at the scene couldn't get through on cellular lines for hours as they tried to coordinate rescue efforts. Instead, they used police radios to call dispatchers, who then connected them to emergency headquarters.

CB RADIO ON A COMEBACK

Many thought citizens band radios would disappear after the 1970s, along with pet rocks and disco. But not only are they still around, they are making a

comeback. CB radio sales, reported the June 25 *Washington Post*, have increased steadily during the last three years, a trend not seen since the 1970s. At Sears department stores last year, CB sales grew at a greater rate than those of any other auto electronic product, such as CD players or stereos.

About 50 "Channel 13 addicts" have dubbed the channel the "Woodbridge Family Channel," and similar CB circles exist in other Washington suburbs, the article observed. In places such as Dumfries and Bowie, there's a "break" every month, a party where CBers can put faces to voices.

America's CB craze peaked in 1977, with about 13 million units sold that year and as many as 50 million CB users, according to the Electronic Industries Association. Sales dropped below 1 million a year during the mid-1980s but have climbed since 1993 to 1.7 million in 1995. There are now about 25 million casual to avid users, the association estimates.

Twenty years ago, the *New York Times* wondered if CBs might have the biggest impact on American cultural and social life since television. Time magazine suggested that future presidential candidates might have to visit the CB airwaves.

SCANNER LISTENERS HIT THE RACETRACK. "The world of oval-track racing has no secrets," wrote *News Tribune* reporter Todd Milles. "at least not during a race. It's all part of the increasing popularity of scanners, especially in the NASCAR and IndyCar ranks. Racing has not only become a spectacle for the eyes, but for the ears as well."

"Joe Knoll of Tacoma has traveled to Portland the past two years for the PPG IndyCar stop. Last year, he brought along his 200-channel scanner, which could detect 800-megahertz frequencies --which some race drivers use. 'It adds a whole different dimension to the race,' Knoll said. 'You really expe-

rience how all the different parts add up to a driver's result.' Can the scanners pick up non-publishable comments from the drivers during the race? Knoll laughed. 'If suddenly you're losing oil pressure at 150 mph, what do you think?'"

"Unlike NASCAR, it's against IndyCar regulations to publish the radio frequencies the circuit's drivers and their pit crews use during the race. As a result, most of the fans at IndyCar stops are on their own to seek the frequencies with their own equipment. At NASCAR events, especially on the East Coast, the popularity of the scanners --used to determine police activity --has gone hog wild." Those tracks offer scanner sales at the concession stands and the radios are available to rent as well, for \$30 to \$35 for a weekend. At IndyCar stops, however, none of these track-sponsored frills exist.

RADIO INTERFERENCE SUSPECTED IN SUBWAY DOOR OPENINGS. A radio frequency coming from some Metro cars may be causing doors to open before the trains reach station platforms. The June 21 *Washington Times* said train operators were ordered to manually operate the doors on all trains until any possible defect in 298 recently refurbished cars can be found.

A Metro spokesperson said the transit agency has not determined if the motors are creating a frequency that could be jamming up the train controls. Metro sources said it appears the propulsion systems in the cars --which were changed from direct current to alternating current --may generate a radio frequency that could affect the automatic train controls, which are operated by radio frequencies from antennae in the trackbed and beside the tracks.

PHANTOM RADIO USER HARASSES POLICE. If you listen to a scanner in Wilmington, North Carolina, chances are you've heard the

"Mad Flusher" on the police department frequency. According to the June 28 Morning Star, "This humor-deprived weirdo periodically urinates 'on the air,' belches loudly and has a whole range of bodily functions to share with the listening public."

The Mad Flusher debuted in the last days of embattled former Police Chief Robert Wadman, and the flushing, which followed lengthy on-air urination --was widely believed to be a personal protest of Wadman's controversial management style. The flusher isn't necessarily a Wilmington police officer the article noted. "He could be anyone with the ability to transmit over the department's frequency. Theoretically, that includes every law officer in the area, including the Sheriff's Department and police departments in the beach towns."

"The flusher's days may be numbered," warns the Morning Star. "If the city switches to an 800 megahertz radio system as expected, it'll be possible to pinpoint exactly what transmission is coming from whose radio. When that

happens, one amateur bathroom comic will find his law-enforcement future, well, in the toilet."

Ken Fowler contributed to this month's NewsScan. For the full text of any NewsScan article, contact Alan. As always, please bring any radio-related articles to our attention.

Please address all correspondence to Alan. We encourage readers to submit material and to write articles which relate to the hobby. All submissions are subject to editing for both style and content. When submitting material please make certain we have your phone number should we have any questions. We welcome frequency and visitor requests, but please include a SASE.

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The Capitol Hill Monitor is the non-profit monthly newsletter of the Capitol Hill Monitors. The newsletter keeps scanner enthusiasts abreast of local meetings, frequency profiles and other topics of interest. Dues are \$10 and include 12 issues (back issues cost \$1 each). Kindly make checks payable to Alan Henney. Membership will be prorated accordingly in the event of a postage increase.

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Ken Fowler, Virginia Coordinator
(703-385-2165)

Frequency Forum Computer Bulletin Board:

We encourage computer users to log onto Jack Anderson's Frequency Forum computer BBS at 703-207-9622 (8-N-1).

Frequency Forum is the official electronic gathering place for readers of the Capitol Hill Monitor!

The Capitol Hill Monitor

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